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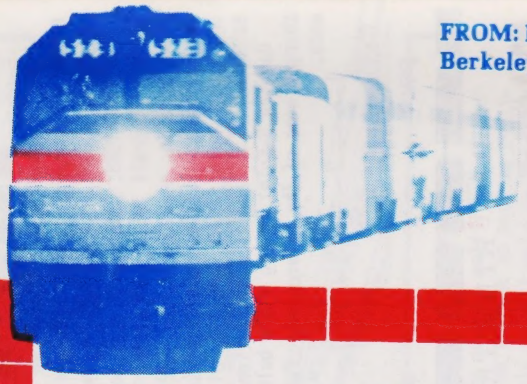

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FIRST CLASS

LETTERS

In a letter appearing in RTN #230, John Pawson expresses an opinion that Amtrak's political support would be enhanced if service is restricted in the future to regional operations primarily in the Eastern half of the nation.

The following excerpt from a letter which I received from Congressman Phil Gramm, a prominent conservative representing the Texas Sixth District, dated Oct 1, 1981, does not indicate that this is the case:

"I have attempted to ensure that Amtrak President Boyd and the other relevant Amtrak officials reviewed all available information and alternatives before making the final decision to reduce INTER-AMERICAN service south of St. Louis to three times a week. While the INTER-AMERICAN ridership performance has improved significantly this year, Amtrak nonetheless determined that daily service could not be justified at this time and with the budget constraints mandated by Congress. I have received assurances that this decision will be periodically reviewed and that Amtrak will make all efforts to see that utilization of the INTER-AMERICAN continues to increase. I have also informed President Boyd of my concern that, if Amtrak continues to become a more regional system, it will be increasingly desirable to see that only the regions served bear the costs of Amtrak. You can be sure that I will continue to monitor Amtrak's efforts pertaining to the INTER-AMERICAN and to the other trains that are competing for Amtrak's resources and will work to see that Texas is not discriminated against."

Nor do current ridership figures indicate that additional regional service would prove to be an advantage politically in areas where intense air competition abounds and people are still able to use their automobiles over short distances. Most corridor operations where the abundance of service currently exists are manifesting declines in ridership with some discontinued entirely at the last schedule change while long distance routes are approaching saturation and cannot show further ridership increases until additional cars or trains are added. The Metroliners suffered a 25.3% decline in June and a 32.9% decline in July at the height of the travel season.

Amtrak's politics will improve if federal funding is maintained at reasonable levels which will not come under continual attack by Congress and the Administration and is used strictly for inter-regional long distance operations. Regional operations should be paid for by those who use them with local funds.

M. D. Monaghan, Director-at-Large, NARP Region IX
Garland, Texas

I make a regular point of asking passengers, both on the trains and at various stations, their opinion of the food service being provided by Amtrak. The vast majority of the people that I interview, mostly coach passengers, express extreme disappointment in the entire food service operation. This is not only the quality of the food, but the service and attitude of the dining car personnel.

An interesting aspect of the interviews that I have conducted is that the majority of the passengers come on board expecting traditional food service. Also, I don't restrict my interviews to any particular group. Whether by prior experience or by hearing about dining cars from others, these people are coming on board wanting and looking for more than hamburgers, sandwiches and potato chips. And they are certainly not intimidated by china and three-course meals as Mr. Anderson suggests (Letters, RTN #228).

The mandate that Congress has given to Amtrak to achieve complete recovery of food service expenditures by Fiscal Year 1984 is completely asinine in light of the fact that airlines experience 100% loss on food service. They give it away. However, Congress did leave the back door open for Amtrak by giving them the option to contract out food services.

An arrangement similar to the one employed by the Santa Fe and Fred Harvey for many, many years could work to the advantage of Amtrak. Quite simply, Amtrak would contract all food services to one or more food service contractors. The contractors would lease the dining cars for a very nominal fee. The contractors would have the responsibility of providing all the food and food service personnel. Amtrak would in turn have the responsibility of maintaining the dining cars under general train maintenance expenditures. Amtrak would also have the responsibility of imposing rigid quality standards for both food and service. The result would be high quality food service with no cost to the corporation. The responsibility of meeting food service expenditures would now be in the hands of the contractors.

The potential for this type of arrangement is almost unlimited. Specialty items could be added to the menus of trains serving specific regions. For example: New England clam chowder on trains going to Boston or the New England area; red snapper on the Florida trains; chicken Creole on the trains going to New Orleans. These are just a few of the possibilities.

Amtrak marketing must assume the responsibility of making this well known to the traveling public. This is the very enticement that made rail travel popular for many years. Dining car meals were still advertised as a reason to take the train until very recently. The Southern Railway ran ads featuring the meal service on its SOUTHERN CRESCENT until the service was assumed by Amtrak in 1979. Amtrak marketing should advertise their dining cars as "One of the many reasons that makes Amtrak the preferred choice of millions" rather than their common practice of referring to trains as an alternative. This type of advertising worked before and there is no reason why it shouldn't work today.

Alan Boyd has stated time and again that rail travel is experiencing a renaissance. Let's bring this revival to full fruition. Throw away the paper and plastic. Break out the linen and china. Bring back the dining cars to the rolling restaurants that they used to be. After all, "Dinner in the diner could be finer."

Thomas H. Schramel, Director
Eastern Missouri Association of Railroad Passengers
St. Charles, Missouri

I have greatly enjoyed your magazine over the past years, as I have my many rail trips on VIA and Amtrak. However, the ceaseless carping of many of the railfan element about Amtrak--e.g., Amfleet small windows and now long haul meal service--I have found generally to be out of touch with reality of the new rail rider. The past is dead; what is needed are ways to meet the future. Thanks for a great little magazine.

Douglas Smith
Ottawa, Ontario, Canada

ON THE COVER

These eye-catching Amtrak graphics, with their Western motif, are from promotional material for the Western Superliner trains. In an "Extra" edition of Amtrak News, the rail corporation noted that Superliners now run on the following trains: EMPIRE BUILDER, SAN FRANCISCO ZEPHYR, SOUTHWEST LIMITED, EAGLE, SUNSET LIMITED, COAST STARLIGHT, PIONEER and DESERT WIND.

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AMTRAK BUDGET NOT YET FINALIZED

The Amtrak appropriations bill for fiscal year 1982 is getting closer to finalization, tho the full Senate will not be voting on it until November at least. NARP reported that on Oct 21 the Senate Appropriations Subcommittee on Transportation approved the full DOT bill, including the full $735 million for Amtrak, the same amount given in the earlier authorization bill. The Amtrak section included a "save the CARDINAL" amendment offered on behalf of Senator Robert Byrd. The total DOT appropriation is about half a billion dollars more than that requested by the White House in the latest round of budget cuts, but about half a billion less than the amount the White House had requested last March.

NARP said that the full Appropriations Committee is taking up the bill Oct 27, and no problems with the Amtrak appropriation are expected there. The bill should go to the Senate floor some time after that, and what happens there to the "save the CARDINAL" amendment is "not quite as certain." The House-Senate conference to iron out differences between the House's and Senate's versions is expected in early to mid-November. NARP noted that "it is fair to say that Amtrak supporters got everything they could have hoped for" in the legislation.

EXPRESS METROLINER SERVICE BEGINS

In a move to bolster sagging ridership in the Northeast Corridor, Amtrak is introducing faster Metroliner schedules between New York and Washington with the Oct 25 timetable change (and the return to Standard Time). Three daily express Metroliners, using AEM-7 locomotives and Amfleet cars rather than self-propelled Metroliner cars, will run the route in 2hrs, 59mins. Running express, they will make intermediate stops only at Baltimore and Philadelphia. Other scheduled Metroliners will make five intermediate stops, as before, and will run on faster schedules also. These latter trains will be scheduled for between 3hrs, 15mins and 3hrs, 20mins running time. Three late-morning Metroliners are being discontinued as a result of Amtrak's budget cuts. Amtrak said that the equipment from the discontinued runs will be used to increase capacity on the remaining trains.

The three express Metroliners will consist of one club car, a dinette, and three 60-seat Amcoaches equipped with leg rests and reclining seats. A free light meal or snack will be offered club passengers, and they can order a variety of hot foods, premier wines and beers, and cocktails at reasonable prices, Amtrak said. Coach passengers will be offered a "more distinctive selection of food and beverage items."

The self-propelled Metroliner cars will be used between Philadelphia and Harrisburg on the 600-series trains, and also on 200-series NY-Philadelphia clocker service. The Boston-New York SHORELINER will use LRC equipment and run a faster schedule, hitting a maximum of 100mph in places. One Boston-NY and five New Haven-Springfield roundtrips are discontinued.

Amtrak said that completion of major track work allows use of 110mph tracks between Washington and New York.

★ UPDATE ON AMTRAK DINING SERVICE

Modified dining service (airline-style) was introduced nationwide on Amtrak on Oct 11, with the exception of the SILVER STAR, the only train remaining with the traditional type of dining. The SAN FRANCISCO ZEPHYR has an experimental "enhanced" service which will be introduced nationwide about Nov 15. By Dec 15 the SILVER STAR should be completely converted to Heritage Fleet equipment, and will then also go airline-style in the diner. The enhanced service was tried in part on the BROADWAY LIMITED for one week early in October. The SF ZEPHYR offers for

breakfast freshly cooked scrambled eggs and pancakes. The pre-plated meals on the other trains offer for breakfast omelette with cheddar cheese, twin apple-stuffed crepes, and scrambled eggs. For dinner there are five choices: short ribs, chicken, lasagna, Seafood Americana, and roast turkey. The change coming Nov 15 is in the manner in which the food is presented--a larger tray with matching cup and bowls, a new tray mat, and coffee containers which hold 10 ounces so a second cup need not be requested. Some type of tablecloth is said to be under consideration.

RAIL CANADA

VIA RAIL PRESIDENT Frank Roberts has expressed his support for the Pepin plan of passenger train cutbacks. In an interview with the Montreal Gazette in early October he said that VIA will now have a "good basic system we can build on." Elsewhere, Roberts complained that some cutback opponents don't even ride trains. Neither does Roberts, charged Harry Gow, Transport 2000 Canada Board member at a joint press conference with Dr. Pierre Bermond, President of Transport 2000 France, in Ottawa on Oct 15. Gow said he has seen Roberts only once in many thousands of miles of rail travel (30,000 minimum in 1980), and that was on the short Montreal-Ottawa run. For longer runs, Roberts has been observed using the plane. He has admitted in a public speech using the Montreal-Toronto plane, has been seen at Dorval welcoming his son on a Fredericton-Montreal flight, and came to the NARP Board meeting on May 1-2 from Montreal to Washington by Delta Airlines. Gow said this non-use of the train helps explain the "curious isolation from rail reality" Roberts seems to exhibit. Even when he comes to Ottawa, he usually avoids the station interior, heading directly for a taxi parked near the platform, thus avoiding the staff, Gow said. Dr. Bermond stated that Transport Minister Pepin had cited erroneous figures when he had claimed in the French-language press that railways were on a "world-wide decline", including the French National Railways (SNCF). To set the record straight, Bermond sent a telegram to Pepin in which he outlined the actual SNCF record since 1960 (Pepin, in a Le Droit article, had claimed an 11% decline in ridership since 1960). The actual figures are: non-stop express trains 91.1% gain; commuter trains 66.7% gain; local trains 20.3% drop, except a 3.9% gain since 1976; substitute local buses 8.0% drop since 1977. Total ridership gain 1960-1979 was 67.2%.

REGISTERING THEIR CONCERN over the announced cuts in VIA Rail service, mayors, community leaders and other representatives of municipalities and regions across Canada arrive in Ottawa on Oct 26 for a meeting. Mayor Marion Dewar of Ottawa opens the proceedings and hosts a luncheon. Transport Minister Jean-Luc Pepin has agreed to meet a group of the delegates selected to represent each of Canada's regions. Also, opposition spokesmen on transportation Don Mazankowski (former Transport Minister) and New Democratic Party critic Les Benjamin will present their views to the gathering. Transport 2000 Canada President Guy Chartrand will give an overview address on the rail cuts situation.

TRANSPORT MINISTER PEPIN has denied a charge that the rail cuts he has announced were done illegally. The cuts were made by cabinet order, without public hearings. Opposition members of Parliament brought the charge on Oct 15. A lawyer from Winnipeg intends to bring the issue of legality to the Supreme Court.

VIA RAIL CUTS seem to have brought an almost unprecedented amount of political flak to the Administration. Another example of such is the page-long column by Harry Bruce in MacLeans Magazine (Oct 12), in which he talks of the cutting out of the ATLANTIC LIMITED as a "classic example of how Central Canada uses its political clout to screw the Maritimes".

ALGOMA CENTRAL RAILWAY completed its best year yet; the Agawa Canyon trips attracted 106,000 passengers, 5% higher than the record set in 1979.

NOV. 15 TIMETABLES are not yet available from the printer, VIA said in an Oct 22 communication, but the corporation provided some updated schedules which correct those given here last issue. Train 9 will arrive Prince Rupert at 6:30 pm, not 5:40. Train 10 leaves Prince Rupert at 8:30am, not 8am. Train 110 will arrive Winnipeg at 7:15pm, not 7:10. Train 681 arrives Edmonton at 2:40pm, not 1:55pm. Train 682 arrives Saskatoon at 8:50pm, not 7:55pm. Train 8 leaves Winnipeg at 8:15pm, not 8:30. Train 7 arrives Winnipeg at 8:30am, not 8am. VIA has issued a small blue-and-yellow folder with schedules of the above trains.

URBAN-SUBURBAN TRANSIT

"MODERN RED CARS in 3 years!" read the Aug 15 newspaper story. Will Long Beach and the L.A. region get any kind of electric rapid transit?

Assembly Transportation Committee Chairman Bruce Young believes modern Red Cars on the L.A.-Long Beach line can make it--and soon! The overwhelming success of the San Diego Trolley proves that modern Red Cars work. Caltrans's Adriana Gianturco says the Long Beach line can cut it. She just negotiated and saved a viable Century Freeway project with two lanes for transit. Two regionally-prominent Republicans are for it: Assemblyman Nolan Frizelle from Huntington Beach is enthusiastic, and biggest surprise of all, coastal L.A. County's supervisor Deane Dana--very conservative--is for it. He endorses Bruce Young's bill to purchase a segment of this line--officially the "Willowbrook branch"--that would be abandoned along with Century Freeway construction.

The SP's terminal superintendant P. K. Baumhefner said SP is open to negotiation and cooperation (SP owns the former PE lines). Young's committee and Caltrans are both desirous of fair resolutions at no cost to the railroads--and that means to their freight services.

The Southern California Rapid Transit District (RTD) is committed to building the $2 billion-additional-funds-needed Wilshire subway from downtown L.A. to North Hollywood; but even here, in testimony at the committee hearing in August, Red Car light rail technology was called feasible, reasonble in cost, under the chairman's relentless prodding of RTD's metrorail engineer. But William Ryan advised the chair that the major problem was entry of the light rail into downtown L.A., either at Union Station or the shopping district. Bring us the plans, Young shot back--bring me your plans for converting the El Monte busway to rail--I submit they don't exist, he continued. If all the RTD is interested in is these 18 miles of Wilshire subway, then I would be helpful; we'll create the Wilshire Corridor Rapid Transit District for heavy rail, and give the light rail to a regional agency, possibly to a joint powers agency of all those involved.

But, the Norwalk assemblyman continued, I am concerned that one costly project of dubious funding 80% from Washington will hold up projects that can be absolutely turnkey before the 18-mile subway goes into construction. RTD governmental affairs' Barry Engleberg was optimistic on the subway. He says a "line item" for continuing its engineering is well underway in Congress and probably will become law. Then, with the national economy expected to improve, the major subway construction monies are expected to become available at the time they can be used. Fine, said chairman Young, I'm all for your continuing the engineering, just so long as it's not at the expense of everything else. A successful light rail line will give impetus to the subway.

Caltrans can build an $85 million line at grade and on Alameda St. The transportation committee favors a $150 million line, elevated over major railroad crossings and north of Santa Monica Freeway, a line just for trolleys. Both Young and Gianturco say existing funds are available. Young concludes: "I assure you we will carry this to a successful conclusion." --Robert J. Swan.

(This is a portion of Mr. Swan's publication on the Red Car debate previously advertised in RTN.)

★ NARP DIRECTORS MEET IN SAN FRANCISCO ★

The Board of Directors of the National Association of Railroad Passengers--regional directors from all parts of the nation--met in San Francisco on Oct 8-10. It marked the first time that the NARP Board had its meeting in the Far West. The Oct 9 program was open to the public, and RTN attended most of the addresses that day.

The surprise of the meeting was the talk by Amtrak Marketing Vice President William Norman. His position is a difficult one to fill, especially in the eyes of rail supporters who never believe that Amtrak's Marketing Department is doing an adequate job in selling their favorite trains. But everyone with whom we spoke was very favorably impressed with this man, particularly after he had spent three full hours on his feet before this very critical group of knowledgeable rail supporters, exhibiting undiminished information and enthusiasm for passenger trains.

Mr. Norman possesses a particularly effective manner of public speaking. For example, he begins an answer to a questioner in an honestly apologetic tone (if such is appropriate), relates what in retrospect should have been done, and gradually works into a dynamic and forceful presentation of how things will go in the future if he has any say about them. His memory of facts and figures and situations seems boundless, and he weaves them all together into an impressive fabric that could only by done by someone who does his homework well and is thoroughly involved in every facet of the day-to-day operation of his department.

William Norman addresses the NARP Directors. RTN photos.

Mr. Norman brought with him a hard hat which he left sitting on the speaker's table, and he donned it a couple of times when he knew he was addressing issues of some controversy.

On the subject of the use of dome cars, he said that there was not a member of Amtrak that doesn't feel that the dome is a great marketing product. However, he said, Amtrak has a commitment to Superliners. Dome cars are applicable to some short distance routes, he said, where Superliners are not used.

On the subject of equipment, Norman said that if Amtrak had had 300 more cars, they could have been filled this summer. Amtrak has to build new cars that will increase its passenger-carrying capacity as much as possible. With its limited capital resources, Amtrak must build as many coaches as possible, he said. The implication was that this would rule out construction of dome cars, at least in the immediate future.

Amtrak's new reservations computer was discussed. Norman said that the present ARTS system is "magnificent, but not designed to do what it's doing." It was built for the passenger capacity that Amtrak reached back in 1975. This summer, the reservations system was "nothing short of chaos." The new system, known publicly as "Arrow" (previously it was called "Spike", but Norman said that Arrow is like Amtrak's logo--fluid and dynamic and indicating thrust, while Spike is stable and fixed), will go on line on Oct 31. On that date the res system will be shut down for about 7-8 hours to get the new one set up, and Nor-

man will personally push a symbolic button th[illegible] begins operation of the Arrow, which he said is the "most advanced in the transportation industry".

Some other Norman quotes: Schedules: "We don't write schedules, we negotiate them with the railroads." Modified Food Service: "Some cynics said, sit down to the last supper." (Norman said that sophisticated statistical studies of the new food service on the four trains on which it was tested showed it to be "disastrous"; most riders came with a high expectation of good food, and said that they wouldn't ride the train with the new food, and will tell their friends not to ride; 93% approved of conventional-type meals.) Participate in Expo 82?: With Amtrak's "razor-thin budget" the costs would be too high; some special trains will be run there, but no displays. The PACIFIC INTERNATIONAL: An excellent market, but VIA charges in Vancouver so high that no way Amtrak could meet criteria, and negotiations failed.

NARP Executive Director Ross Capon (at microphone) and NARP President Jack Martin accept from George Falcon on behalf of Oregon Senator Bob Packwood a Gold Spike Award for assistance in improving rail service, as Caltrans's Adriana Gianturco and Amtrak's Art Lloyd (seated) look on.

California Department of Transportation (Caltrans) Director Adriana Gianturco spoke after lunch, summing up Caltrans's view of rail passenger service in the state. Mrs. Gianturco seems to be growing ever more confident in her position, and she spoke with both forcefulness and humor and made no bones about Caltrans's gripes with both Amtrak and the railroads on some issues. She said that Caltrans has recommended extension of the SAN JOAQUINS to Los Angeles, and tho Amtrak is not favorably inclined to this, the state won't drop its request. As to re-routing the COAST STARLIGHT thru Sacramento, Amtrak agrees with the state on this, and informed SP of the plan, but SP said that track work is needed before the change can be made. Caltrans and Amtrak both disagree that track work is needed, and so arbitration hearings were starting Oct 13. Gianturco said she did not like this "time-consuming" arbitration process. She said that the overnight train that starts up Oct 25 was first proposed four years ago, and thousands of hours of time have been put into the matter before it was settled.

Caltrans is "concerned" about declining ridership on the SAN DIEGANS. Adding a seventh train resulted in an overall ridership drop, equivalent to 18% per train. She said this was caused by a 10-minute lengthening of the schedule when the seventh train was added, and an "inordinate 52% fare increase over the last two years." She "wants promotions in the next few months." She said it's possible to expand the customer base rather than raise prices.

Gianturco scolded Amtrak for its "one-sided" 403-b contracts. "The state puts up 65% of the avoidable costs and has zero assurance that the customer gets service." She asked for an arbitration clause between the states and Amtrak in the 403-b contracts.

Caltrans wants two more roundtrips between San Jose and Sacramento. Added to the COAST STARLIGHT, the overnight train and the SAN FRANCISCO ZEPHYR, that would be five roundtrips daily on at least part of the route. In answer to a question she said that there is no reason the overnight train couldn't go all the way to Portland or Seattle.

Other topics covered by Mrs. Gianturco: Light rail project dates: Sacramento, 1986; L.A. to Long Beach, Jan 1, 1982. San Francisco commute line gets 46 runs instead of 44, starting Oct 25; Caltrans will refurbish coaches, build stations, coordinate train and bus. A study on the Santa Clara transit corridor will be out on Nov 16. A $4 million project to improve the L.A.-San Diego track has been signed. Caltrans sent out worldwide requests for proposals on high-speed train service in the state, but the state legislature blocked the action. Then Japan asked Caltrans to work with them in a study of high-speed trains in freeway rights of way.

We were unfortunately unable to remain to hear the talk by Byron Nordberg, President of Citizens for Rail California, but we did hear most of the presentation by Ronald Sheck on his Amtrak 90 proposal. Sheck said that Amtrak can break even by 1988 and then begin to make a profit, provided proper planning and commitment is forthcoming now.

Amtrak's most critical problem is the inability to develope adequate ridership--to fully utilize its infrastructure, he said. Amtrak has a very thin level of service--75% of the system has one train a day or less, while Europe has several trains a day, even on lines outside of cities.

Amtrak has some positive advantages going for it: (1) people like to ride trains; (2) new equipment is in place; (3) the operating costs of other modes are growing faster than Amtrak's; (4) state interest in rail service is at a high level; (5) Amtrak's market potential is big and barely tapped; (6) Amtrak is not burdened with costly commuter and rural branch lines as other nations are; (7) a reservations system is in place; and (8) railway labor may be ready to negotiate.

Congress has three possible courses of action before it: (1) keep the status quo for Amtrak, (2) cut subsidies and reduce the system, (3) or make capital investments in Amtrak. Sheck said that if $2.6 billion in capital investments were given Amtrak over a 6-year period, its subsidy requirements would decline to $39 million in fiscal year 1988. The total of capital investment and operating subsidies for that whole time would be only $6 billion, whereas $7 billion would be required for operating subsidies alone, without the capital investment.

A policy of no growth will kill Amtrak off, Sheck said. Growth, developing the present network, is the only feasible alternative.

OPEN HOUSE AT RENSSELAER
by Kevin Gregoire

An open house was held at Amtrak's new Albany-Rensselaer NY station on Sep 26. The formal opening of the station was Oct 15.

Amtrak had on display one F-40 locomotive and an Amdinette car. Conrail had one locomotive and a rail safety car, and the B&M and the D&H each had a locomotive there. Amtrak had set up a table inside the station to display and give away souvenirs.

The new station can handle 300 passengers per hour at peak capacity. The old station will be turned into a commissary.

The Rensselaer station location has a funny history. Originally Albany had to be abandoned because the new Interstate highway 787 could not be built under the

railroad bridge approaching the station because federal highway standards needed six inches more clearance, causing the rail bridge to be abandoned, torn down, rendering the station useless (it still stands!). New York Central decided to abandon Schenectady also, and build a combined Capital District Station in Colonie (halfway between Schenectady and Albany). The Public Service Commission objected, and required them to build one in Rensselaer also. Colonie was abandoned by Amtrak, and Schenectady returned, but the Rensselaer location was made the permanent Albany station with the construction of the Turboliner facility there, and now the new station.

A formal Family Days equipment display, hopefully displaying Superliners, will take place at this location next May or June.

A DESCHUTES RIVER ADVENTURE

The Rail Fantrips department of RTN listed in issue 229 the following trip: Oct 10: Deschutes River rail excursion, Portland-Madras OR via UP & Oregon Trunk. 1st Amtrak excursion in NW. Lv Portland 7:30am, back 9:30pm. $49.95...

The excursion was sponsored by the Pacific Northwest Chapter of the National Railway Historical Society, whose president, Ben Fredericks, is a regular RTN reader. It was the second excursion the chapter put on this year, the first being the excursion to California with the 4449 steam locomotive when it was taken to Sacramento for the Railfair. The 630 passengers who traveled on this trip experienced not only the unusual excursion they had anticipated, but also an unexpected adventure which approximately doubled the mileage of their trip.

The Deschutes River Special ran on Union Pacific tracks, using Superliner cars, following the route of the PIONEER, except that beyond The Dalles, at Oregon Trunk Junction, the train would head south into the canyon of the Deschutes River, on the east side of the Cascade Mountains.

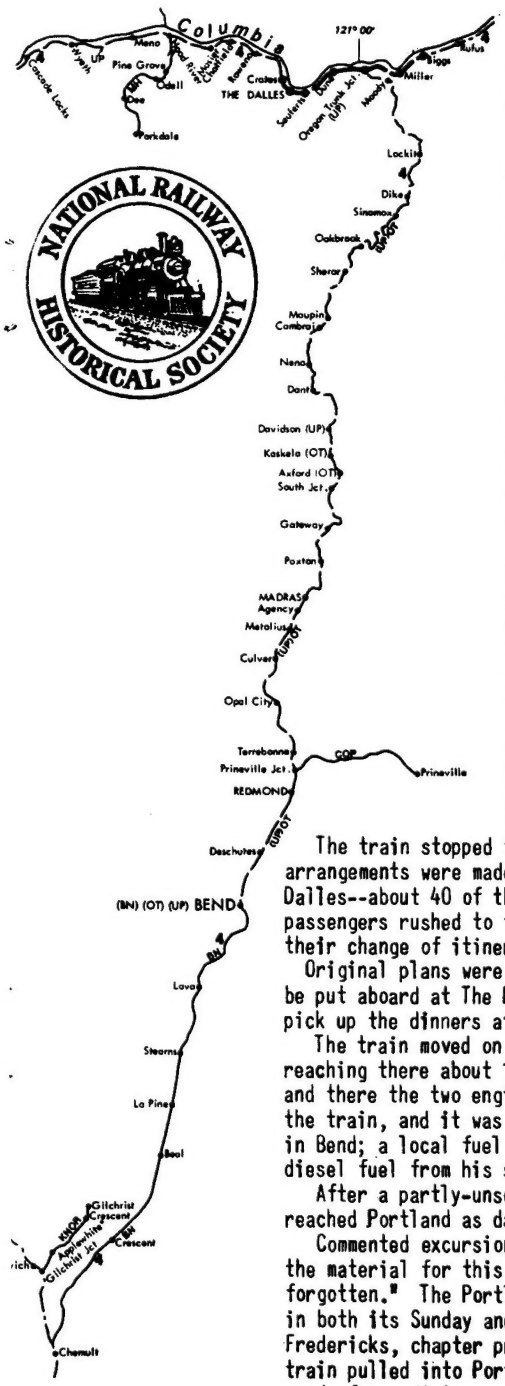
The Deschutes River Canyon is rarely seen from the window of a passenger train, and for about the first 100 miles from Oregon Trunk Junction the only access to the river is by railroad, boat or on foot. The walls of the river canyon vary in height from 700 to 2200 feet in this area, and the river itself drop about 1400 feet in altitude in that space as it flows north into the Columbia River.

The area is full of railroad history, and excursionists were provided with a specially-prepared booklet outlining the history and points of interest of the excursion territory. Starting at Moody a series of rapids are passed, including Moody Rapids, Rattlesnake Rapids and Colorado Rapids. Just before Lockit, a canyon named Harris Canyon joins the Deschutes Canyon on the left. Further on, Macks Canyon joins on the left, and then Ferry Canyon on the right, just before Sinamox is reached. (Sinamox is the Chinook Indian word for "seven", and other Chinook numbers appear along this route--Kloan for "three" and Lockit for "four".)

Two competing railroads, the Oregon Trunk and the DesChutes Railroad Company, built lines simultaneously on either side of the canyon beginning in 1909. The two lines, led by railroad magnates Harriman and Hill, were in fierce competition with each other. Gradually the two lines were consolidated. The first regular passenger train ran into Bend on Oct 31, 1911, exactly 70 years ago.

The Oregon Trunk had passenger service into recent times. For example, a 1952 timetable shows a daily passenger train in each direction between Bend and Wishram WA, where a connection was made with the SP&S. Train 102 left Wishram at 12:15am daily and reached Bend at 6:15am, while Train 103 left Bend at 6:30pm and reached Wishram at 12:45am with 23 stops and flagstops along the way.

Beyond Sinamox the train passes Rattlesnake Canyon on the left. Then at Oakbrook the river makes a big horseshoe bend. The train crosses the river, enters a tunnel, and then re-crosses to the west bank. At Sherar is the historic location of Sherar's Bridge, the first bridge over the river, built in 1860. Here east-west highway 216 crosses the rail line. Halfway between Sherar and Maupin the White River joins the Deschutes.



Before Kaskela, the rail line crosses to the east bank of the river. At Gateway the line leaves the river canyon and runs onto table land to Madras and beyond.

The excursion train reached Madras as planned, and there was a photo run-by at one point on the trip. Madras is a town of 2235 population at an altitude of 2242 feet, and is the county seat of Jefferson County. Here the train was turned for the return run to Portland. (Before arrival here a box lunch was served.)

The return run was about 12 miles back north of Madras when an unscheduled stop was made. A Union Pacific freight train had derailed nine cars ahead of the excursion train, at a tunnel at Gateway. The freight had left Madras shortly before the excursion train had, and was about 1½ miles in front of it. There was a delay of about an hour while plans were made for rescuing the trapped excursionists. Finally the train was backed up some distance to a siding at which the engines were run around the 10 passenger cars and it was pulled on to Madras. The plan was now to take the train south to Chemult, where it would join the SP (Amtrak) line and head north to Portland over the COAST STARLIGHT route.

The train stopped in Bend for 2-3 hours while some arrangements were made. Passengers who had boarded at The Dalles--about 40 of them--were bused home from here. Other passengers rushed to telephones to advise those at home of their change of itinerary.

Original plans were for Kentucky Fried Chicken dinners to be put aboard at The Dalles, and arrangements were made to pick up the dinners at Bend instead.

The train moved on to Chemult, where the BN and SP join, reaching there about 11:30pm. It was snowing in Chemult, and there the two engines were moved to the proper end of the train, and it was turned. The train had been refueled in Bend; a local fuel oil dealer had filled the tanks with diesel fuel from his small tank truck.

After a partly-unscheduled 580-mile trip, the train reached Portland as dawn was breaking--at 6:55am Sunday.

Commented excursionist Vic Snyder, who provided much of the material for this article, "This trip will not be soon forgotten." The Portland Oregonian reported the trip news in both its Sunday and Monday editions, and noted that Ben Fredericks, chapter president, announced over the PA as the train pulled into Portland, that it had run on three railroads for a distance of 580 miles.

RIDING THE NEW CAPITOL LIMITED

by Walt Stringer

The BROADWAY LIMITED/CAPITOL LIMITED now departs Chicago at 7:25pm and on this Sunday, October 11, after a day of railfan activities around Chicago that started at 4:30am, my tired legs were most gratified to see the conductor begin checking in sleeper and slumbercoach passengers at 6:45.

Tonight's train 40-440 consisted of diesel units 358 and 356 (F40s), baggage 1243 (NY mail), baggage 1356 (NY baggage), 1225 and 1255 (both Washington mail), 10/6 sleeper 2882 "Pacific Trail", coaches 4724 & 4710, lounge 3125, diner 8517, coaches 4703, 4618 & 4700, slumbercoach 2081, 10/6 sleeper 2915 "Pacific Hills", and baggage-dorm 1620. The Washington revenue cars were 2882, 4724 and 4710; we would get a lone F40 engine and a lounge at Pittsburgh.

Upon boarding the slumbercoach, I was met by a friendly attendant who took me to upper single #5 and gave me a Welcome to Heritage Fleet flyer, a diner service flyer, a copy of Express magazine, and one of Amtrak's Oct 1-Oct 24 shcedule change folders. The PA blared with announcements, and by 7:15 everyone was aboard and we were ready to leave. The train was clean and looked handsome, and on every seat and in every room was a copy of Express magazine.

My room was yellow in color and a little beat up, but otherwise everything worked fine. My only minor gripe was that linens were placed after departure, so I could not wash up before dinner.

The diner opened upon departure, and I was eagerly sitting there, awaiting a crack at the new food service. The menu was a small card--four entrees, check your selections and pay in advance. Service was reasonably fast, but there were those plastic utensils and the plastic plate and bowl on a blue tray. The food was not good, and it cooled quickly. My tablemate, who had the beef tips (I had the Seafood Americana) felt they were good, and we both paid roughly $7 with tip for our trouble. He noted that he had come from Tampa to Chicago on the SILVER STAR and the BROADWAY (via New York) and he preferred the STAR's fresh-cooked cuisine (at that time all but one set of the STAR's equipment were conventional, non-HEP cars). All in all, as a long-time rider I felt badly about this meal, and the empty dining car tended to verify my feeling.

After dinner I hit the rack, enjoying a good night's rest. The attendant correctly woke me at 5:45, and a few minutes later we rolled into Pittsburgh, early at 5:50.

The Pittsburgh passenger facility now is a trailer located near the old trainsheds, between them and the grand old station. Despite the chill, there was some switching to be observed. First the Washington F40, #273, was sitting nearby, and lounge 3124 was already waiting on the Washington track. The train was cut between cars 4710 and 3125 and pulled over to the Washington track and coupled to 3124. Then they cut between cars 1356 and 1225 and set the engines and New York baggage cars back over to the main train. Then engine 273 came over to the Washington track and coupled on, and that was that!

About ten passengers came out to board the new CAPITOL LIMITED, which now consisted of engine 273 and cars 1225, 1255, 2882, 4724, 4710, and 3124 "Betsy Ross." The two attendants in 3124 were set up and ready at departure, and had the coffee hot. Both sections departed on time, ours at 6:55am.

The CAPITOL ran about one mile east on the Conrail main to a point called "Bloom" on Conrail. We then handswitched to the left, started down a mild grade, and soon handswitched onto the old B&O main at Field Junction. We then ran several miles downhill in a gulch at 35-40mph, passing under CR and even a long tunnel, finally emerging at Glenwood Junction at 7:20am. There we were held for the first PAT commuter train (four Budd cars) for 7-8mins, and then we started a very pleasant run down the river into B&O country.

We passed the other PAT train about 7:45 and eased thru McKeesport (no stop yet) at 7:50. The run to Connellsville was pleasant, and the B&O crew, which boarded at the Conrail station and went to Cumberland, was very informative.

The B&O is double track, speeds from 40-55, and very smooth. Passing thru the small Youghiogheny River towns in the morning fog was like a trip thru time, with the fall colors adding a striking backdrop.

Arrival at Connellsville was 9am (7mins late). The beautiful old yellow station has been torn down and replaced by an Amshack. About ten passengers boarded, and numerous Chessie employees watched our stop. Several freights awaited us in the big yard east of town. Most of our 100 or so passengers were having breakfast by this time, and the service provided in the lounge (glorified Amcafe food with table service) was adequate.

As any student of travel knows, a fall crossing of the Alleghenies means colors, and if it's on a route closed to passenger trains for 10 years, all the better.

According to the timetable, it is 150 miles from Cumberland to Pittsburgh, including the notorious Sand Patch Grade and tunnel. The CAPITOL is allowed three hours for the 92 miles from Connellsville to Cumberland, the true heart of the ride. This part of the B&O still has interlocking towers and helper engines at remote points, plus some topnotch scenery. The line climbs very slowly from Connellsville, following the Youghiogheny River thru winding valleys, with red and orange and yellow trees everywhere.

We passed Confluence at 9:47, the gray depot at Rockwood at 10:20, and then began the 20-mile climb to Sand Patch at Garrett at 10:30. All along there was evidence of the abandoned main line of Western Maryland, parallel to us; at least one huge trestle near Meyersdale is still in.

Meyersdale, known for its maple sugar, lies in a beautiful valley with miles of fall colors in every direction; and we passed its depot at 10:40. We had no trouble climbing the hill at a nice pace, and at 10:48 the CAPITOL LIMITED crested the summit and entered the mile-long Sand Patch Tunnel, to begin the 20-mile descent to Hyndman and Cumberland. Due to bridge work, B&O had only one track open here. But this presented little problem, as there wasn't much freight moving--perhaps one drag noted between Pittsburgh and Connellsville, three between Connellsville and Sand Patch, and one waiting at the bottom of the grade at Hyndman, which we passed at 11:20.

After a short and fast sprint, we arrived Cumberland early at 11:45, with very little passenger exchange there. The line from Cumberland to Washington is, of course, regular Amtrak territory, and the new crew showed passenger experience. The engineer gave us a wild, bouncy ride down the Potomac Valley to stay on time. Meanwhile, I enjoyed lunch--a table-served, ample-sized chef's salad, for a fiver. Our only delay was running reverse from Brunswick to Rockville to get around a Speno train.

Martinsburg and Harpers Ferry had little business to offer. Final arrival in Washington was at 3:15, five minutes late. On the last leg from Rockville to Silver Spring we sprinted at nearly 90mph, overtaking several Red Line Metro trains in the process. It looked as if the Rockville Metro line is about one year from readiness.

Route of the BROADWAY LIMITED/CAPITOL LIMITED now looks like this on Amtrak's new map. "McKeesport" is printed in orange rather than black because the stop is not operative yet. Connellsville is misspelled on map. Gone are both routes that connected Cincinnati directly with the East Coast.

A Capitol Idea! Amtrak's New Capitol Limited

Any travel between Washington and Pittsburgh or Chicago should include Amtrak's Capitol Limited. This new service takes passengers through some of America's most beautiful countryside; passing historic Harper's Ferry and winding along the Youghiogheny River.

Beautiful vistas, though, are not the only reasons to take the Capitol Limited. Convenient scheduling will get you between the Nation's Capitol and Pittsburgh and points west to Chicago easily. Plus, the Capitol Limited's Heritage Fleet equipment gets you to your destination in climate controlled comfort.

SURVIVING A MONTREALER CRASH
by Walt Stringer

On the evening of Oct 12 I decided to use the MONTREALER to travel from Washington to Philadelphia--which nearly turned out to be a fateful choice. The train was made up of an E60 engine, two sleepers, diner, Amdinette, and the usual melange of Amfleet cars.

Just beyond the Baltimore-Washington International Airport (BWI) station, near Halethorpe, I heard the air let loose under the train, and then the head-end power went out, followed by a cloud of dust on the right hand side of the train. We decelerated from 80 to zero very quickly, and I ran to the vestibule and pulled the emergency handle.

The sight outside in the twilight was not pretty. Three cars to the rear, lying across the outside track, were the remnants of a portable crane, its boom exactly level with the Amfleet windows. Up ahead, the rest of the boom was protruding from the baggage car.

The collision happened at 6:05pm, and by 6:10 fire, police and paramedics had arrived. I found an open vestibule and walked to the front of the train. The damage was considerable. E60 engine 962, its pantograph now down, had its nose bashed in, all lights broken, and a hole gashed in its side. The side of the baggage car had been peeled open as if someone had taken a can opener to it, and the crane boom was protruding from it. The first sleeper, 2983 "Pine Arroyo", had a gaping hole where two roomette windows once were.

The train crew was not lucky--the engineer went to the hospital with his head bandaged, and the fireman was shaken up. No one in the baggage car or sleeper was hurt, but the train was effectively disabled. I heard the fireman say that the driver of the portable highway crane had jumped free before impact.

Local firemen went thru the entire train and asked if anyone was hurt. Periodic PA announcements were made to keep us calm. A large crowd of locals gathered trackside, and gradually Amtrak managers began to arrive and take charge.

Finally, about 7:00, as occasional other trains slipped by on the adjacent two open (normal southbound) tracks, we were told that we would be transferred to the northbound PALMETTO, which would pull up next to us. We were told to keep our seat checks and get all our possessions. No announcement was made concerning those passengers destined beyond the Corridor, but a logical assumption was that there would be a makeup train from New York.

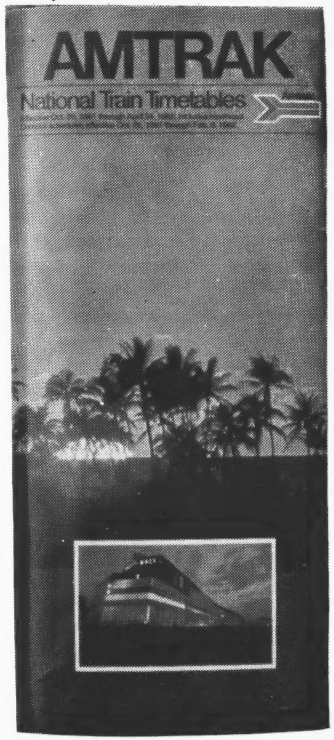
The transfer to train 90 was smooth, we were off again at 7:30, and arrival at 30th Street Philadelphia was at 9:22, 30 minutes late for the PALMETTO.

Amtrak's report on the accident described above by Walt Stringer indicated that the crash occurred at the Knecht Avenue crossing, which has a sign warning of "High Speed Trains". The MONTREALER came to a stop with the last car on the crossing. The consist of the MONTREALER was engine 962, baggage 1451, sleeper 2983, slumbercoach 2087, diner 8500, Amfleet cars 20221, 21811, 21842, 21039, 21100, 20019 and 21046, and baggage 1159. Cars 1451 and 2983 will reportedly be scrapped because of wreck damage. Car 2983 had bedrooms C and D demolished (not roomettes, as author Walt Stringer had believed at the time), but fortunately they were unoccupied. After the impact of the locomotive and the highway crane, the crane swung around and rammed the two cars. The train was believed to be traveling at 60mph at the time. The engineer suffered a broken nose and lacerations around the right eye. He was released from the hospital a few hours later. All tracks were blocked by the wreck and the emergency equipment, and Amtrak held all trains for a time, causing delays to three other Amtrak trains: train 124 20mins, train 90 35mins (including picking up 190 passengers from the stricken MONTREALER), and train 119 9mins. The crane, a 15-ton mobile crane belonging to a Baltimore construction company, was moving in a westerly direction across the tracks when it stalled (one report said it ran out of gas).

The locomotive had a smashed front end, both windshields broken, all lights damaged, cab signal bar damaged, and a 2-foot hole in the right side of the engine. At 9:30pm Conrail engine 6455 was coupled on to move the damaged train to the Baltimore station. At about 1am, after being inspected, it was sent to Washington at a speed limit of 30mph due to flat wheels from emergency braking.

Mixed Train of Thoughts

AMTRAK'S FALL TIMETABLE appeared in advance of its Oct 25 effective date. The system timetable, pictured here, is effective thru Apr 24, 1982, except that Northeast Corridor schedules in it are effective thru Feb 6. The booklet, printed in an edition of one million (the previous system timetable had a printing of 740,000) carries a full-color cover featuring a photo of a bright orange Florida sunset that stretches across the entire width of the open folder. On page 3 Amtrak lists what's new in the timetable: Faster Metroliners (see this issue of RTN, p.4); More time in Montreal (The MONTREALER reaches Montreal an hour earlier); Better Florida service (SILVER STAR runs over an hour faster, and better schedules at key cities); Thru service from the EAGLE to the SUNSET LIMITED; EMPIRE BUILDER connects at Portland to the COAST STARLIGHT; New service Sacramento to Los Angeles overnight; Seattle-Vancouver BC bus connection is introduced (this was omitted from page 50, however, where it's said to be listed; as noted here last issue, it leaves Seattle at 6:20pm and runs nonstop with a Vancouver arrival at 9:40pm; leaves Vancouver 7:30am and reaches Seattle at 10:45am); New stations served are Connellsville PA, Wishram and Bingen-White Salmon WA; Discontinued service on the CARDINAL ("It is possible that legislation will result in some restoration of service at a later date").....



THE SAN JOAQUINS have had a speedup in their running times as of Oct 25, and schedule changes. However, there are two errors in the new system timetable for the SAN JOAQUIN listings: the bus connection to L.A. from train 710 is omitted--the bus actually leaves Bakersfield at 10:45pm and reaches L.A. at 1:05am; and the times for the bus connection from train 708 are given as 4:25pm departure and 4:40pm arrival (a 15-minute rocket ride over the Tehachapis!), while the correct departure time from Bakersfield is 2:25pm. Schedules of the trains have been shortened by 35mins, resulting in an even 6-hour trip the full route. Departures from Oakland are now 8am and 4?45pm and from Bakersfield 6:35am (better than the previous 6:05am) and 4:20pm.....

SAVING THE CARDINAL has taken a good deal of effort on the part of NARP and other passenger train supporters. It's not saved yet, tho things look more hopeful at the moment. There are good reasons for preserving it, as outlined in a letter this month to legislators from NARP Executive Director Ross Capon. Capon said that Amtrak projections show that the train would meet the avoidable-loss criterion in the coming fiscal year. "The passenger-miles-per-train mile (PMTM) will have risen 107% from FY 78 to FY 82--from 58.9 to 122, assuming that Amtrak's projection for the latter year holds. (We think they are conservative and, in fact, the loss of service on some off-peak days in early October may actually inflate the PMTM!) That 107% increase suggests an old adage: 'If it's not broken, don't fix it.' Yet there are factors that will continue to boost ridership. Last month, Beckley WV (near the Prince station) lost its east-west air service. The

last flight from National Airport is now at 2:30pm and trip time takes longer than the train, because of the layover required in Greensboro NC. When Amtrak's new Hammond IN station opens, there will be another ridership explosion, assuring the train will meet the 150 PMTM criterion in FY 83. The train would gain access to heavily populated northwestern Indiana and adjacent Illinois points and passengers to and from Amtrak's Michigan trains would, for the first time, be able to make convenient connections with the CARDINAL. (If the train ran via Indianapolis, it could not serve Hammond.) Intermediate points between Chicago and Cincinnati produce good ridership tho none are manned. Chicago-Muncie is the 9th largest market along the entire route, in terms of number of passengers per city-pair, even tho the train is not timed to encourage such travel. As with the EMPIRE BUILDER and SOUTHWEST LIMITED, ridership is strong because these people lack alternative transportation".....

CAPITOL LIMITED PATRONS with memories of pre-Amtrak days may recall that the train was one of the B&O trains that carried "Strata-Domes"--low-profile dome cars with spotlights mounted on the roof to illuminate the countryside at night for the benefit of scenery watchers.....

SEVEN TURBOLINER SETS were built by Rohr for the Empire Service, but the present schedules require only five complete sets (the MAPLE LEAF and the ADIRONDACK are Amfleet trains), so two sets can be in the shops for service at any one time. The Turbo cafe car that was damaged in the Dobbs Ferry wreck is being rebuilt at the Turbo shop at Rensselaer NY. The Turbo power coach from the same wreck is being rebuilt at the Beech Grove, Indiana shop.....

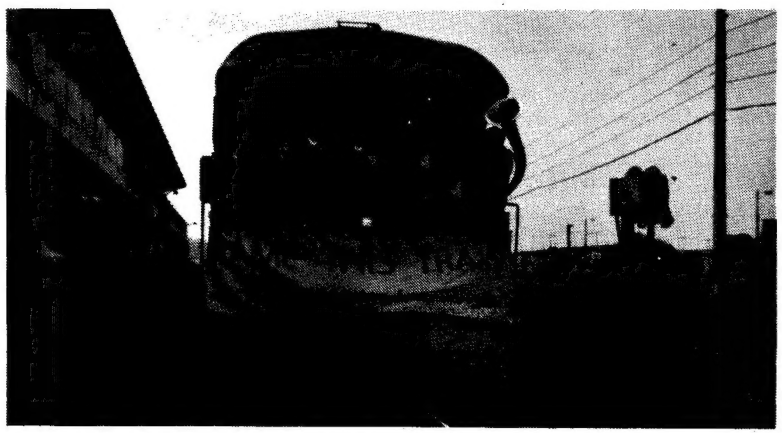
♣ ♣ ♣

THE DAY-SPACE CHARGE in Superliner sleeper rooms has been eliminated by Amtrak effective Oct 25. This means that the overnight charge must now be paid by anyone wanting a sleeper room on a daytime trip, and the fee is much heftier than before. A deluxe bedroom on the COAST STARLIGHT between Oakland and Los Angeles will now cost $120 in addition to the transportation charges. Chicago-Minneapolis is now $120 instead of the previous $18 per person (the $120 is the charge regardless of the number of people occupying the bedroom).....

CAFETERIA-LOUNGE CARS 3122 (unnamed) and 3123 "General Lafayette" currently operating on the Boston section of the LAKE SHORE LIMITED appear to be about to be replaced by Amdinettes, at least for the winter, with cafeteria-loungs perhaps headed for the MAPLE LEAF. It doesn't appear that cafeteria-lounges are destined to return to the LAKE SHORE unless as a thru Boston-Chicago operation in combination with thru coaches, sleeper, and baggage-mail currently operated.....

LAKE SHORE PROMOTION as a ski train is being finalized. Amtrak, the Berkshire Hilton of Pittsfield MA and Bousquet's Ski Area (featuring lighted ski trails for night skiing) of Pittsfield are preparing a package deal that leaves Boston Friday evenings during the winter and arrive Pittsfield (passengers could also board at Framingham, Worcester or Springfield), then on Sunday mornings depart Pittsfield for Boston and intermediate points. Amtrak will run an extra Amcoach to Rensselaer on Fridays and from there on Sundays on the regular LAKE SHORE. Passengers will stay at Berkshire Hilton Inn (across the street from the Pittsfield train station) and ski at Bousquet's Ski Area (visible from train station), eating meals at the Hotel, all part of a package. Ski equipment is to be stored in the baggage-mail car.....

LOS ANGELES UNION Station should be sold to Caltrans, Caltrans believes, so it can be developed into a multi-modal transit facility. But a Van Nuys newspaper reported this month that the three owner railroads, Santa Fe, SP and UP, may not agree to the state's offer, which was expected to be made sometime in October, as railroad attorneys are recommending that the owners reject the offer, as the state does not have authority to condemn the structure, and probably won't be able to come up with enough money to suit the railroads. The state has been talking about $18 million for the terminal, while the railroads think $30-50 million...



THE OVERNIGHT TRAIN Sacramento-Los Angeles began operation Oct 25, and on Oct 22 and 23 an inaugural press daylight train ran south on the route. The photo above is of that train leaving Oakland on the 22nd, with a Caltrans brass band on the rear platform of car 10,000. The train began life unnamed, and a contest is underway to name it, announced in newspaper ads as the inaugural took place. Promotional material refers to the train as the "____". The public is to supply a name, and the deadline for entries is Nov 18. (Handprint your name, address and zip code on 3"x5" plain paper and include train name--one name per entry--and send to: Name That Train Contest, PO Box 161506, Sacramento CA 95816.) Prizes are train trips. At the NARP Directors meeting this month, Caltrans Director Adriana Gianturco quipped that the SP wanted to name the train the "Medfly Express", while San Francisco Chronicle columnist Herb Caen wrote that someone had suggested the name "Night Crawler". We'll have full details on the train startup next issue.....

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CORRESPONDENT ADRON HALL reported in RTN 230 that there was some interest in Mexico's extending a passenger train to San Antonio to connect with the shortened EAGLE (formerly INTER-AMERICAN). In mid-October an Associated Press release came out with information that this plan is still being worked on, and that it could require an international treaty.....

A SPECIAL TRAIN was run Seattle-Omaha-Mexico City by several railroads about a month ago for U.S. and Mexican dignitaries. Consist of the train (seen on the northbound deadhead run at Kansas City Oct 6 at 3:55am was: Mopac engines 3313, 3314, 6056, 3228, 3069, 3244 (all off at K.C.), UP engines 3731 & 3579 (on at K.C.), UP generator car 301, UP 5779 storage-baggage, UP staff car "Cabarton", UP staff dorm car 1607 "Sun Point", UP staff dorm "Omaha", UP business cars 111, 112, 102, and "Arden", UP staff dorm 1611 "Sun Slope", UP diner 4810, UP dome lounge 9004, UP business car 110, UP bus. car 103 (assigned to Mr. Kissinger), UP business car/sleeper "Wyoming", UP bus. car "Shoshone" (private car for Mrs. Evans), and MoPac bus. car #1 (off at K.C.). On the southbound run the train reportedly slowed to 5-10mph during cocktail and dinner hours so passengers could move safely between open-platform cars. Operation on the NdeM was reported very smooth. The President of Mexico had dinner on-board while in Mexico City for layover. On southbound run the train was completely service in Kansas City, with windows washed, train watered and other service done.....

SPECIAL PRESS RUN in the Northeast Corridor was to take place Oct 27 NY-Washington, with a press car on a regular Amtrak train to publicize the new faster schedules. The car was moved Washington-NY Oct 26 on the NIGHT OWL.....

FOUR AMFLEET II CARS are to be delivered to Amtrak by the end of October. The first photo of one of the new cars, built for long distance trains in the East, was published in a recent issue of Railway Age.....

MILITARY EXODUS SPECIAL trains will be run by Amtrak from Ft. Jackson (south of Columbia SC) to New York and return during the Christmas season. The first train will leave Ft. Jackson 6pm Dec 16 and reach New Yrok 10:10am the next day; the second train leaves Ft. Jackson at 7am Dec 17 and reaches New York at 11:10pm that night. The first train returns from New York 6:05pm on Jan 4 and reaches Ft. Jackson at 9:40am the 5th, while the second leaves New York 8:10am Jan 5 and arrives Ft. Jackson at 11:45pm that night. There are 17 intermediate stops.....

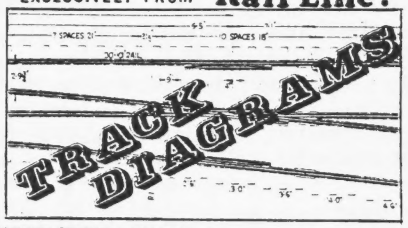
SANTA CLAUS ARRIVAL by Amtrak in Pittsfield MA is being planned for sometime after Thanksgiving. Santa will be driven to Rensselaer to board train 448 (the F40 engine having a Santa Special poster on its nose), and will reach Pittsfield about 11am, where he will give out Amtrak souvenirs. This move replaces the previously-used arrival by helicopter.....

NEW YORK NEWSPAPER ads were run by Amtrak preceding the Oct 25 speedier Metroliner service inaugural, with a teaser caption that read simply "Oct. 25, 1981. Washington becomes civilized." on a background of a blurred, speedy-looking photo (made with zoom lens?) of the front of an Amtrak locomotive. The locomotive seems recognizable only to those already familiar with Amtrak trains.....

AN EXPRESS PLAN is to be announced soon by Amtrak's new head of corporate development, said Amtrak VP William Norman in answer to a question at the NARP Directors' meeting this month in San Francisco. Amtrak is "in the midst of serious work negotiations" in drawing in private-sector capital, and it would be impolitic to respond further at this time, he said. At another point he noted that the mail-express business runs at a "pure profit", but Amtrak needs more baggage cars in order to garner more business. He said that a man from Federal Express who loves trains recently joined Amtrak and brought his expertise in this field with him.....

THE EMPIRE BUILDER would be a good investment to run daily said Amtrak's William Norman, but it would cost $9.5 million Amtrak doesn't have.....

AVAILABLE NOW!
EXCLUSIVELY FROM - **Rail Line:**



LASALLE STREET STATION, CHICAGO—
NOW BEING DEMOLISHED it will soon be only a memory. This highly detailed document was issued by the New York Central railroad company and has all revisions thru 1964. Diagram covers area from VanBuren street to just south of Roosevelt road. Scale: 1 inch = 40 feet; Size: 11 feet by 1 ft. 3 in. All copies in like new condition.
PRICE - $25.00+$3.00 postage & insurance.

UNION STATION, CHICAGO—
OUR MOST POPULAR ITEM. Includes Concourse and Waiting room FLOOR PLANS !!! Comes in 2 sections: 1) FLOOR and TRACK plan - Monroe to VanBuren St; Size: 2 ft. by 3 ft. 2) TRACK PLAN - covers area VanBuren to Roosevelt road; Size: 2 ft. by 9 ft. Scale for both: 1 inch = 50 feet. SOLD AS SET ONLY All copies in like new condition.
PRICE - $35.00+$3.00 postage & insurance.

AMTRAK 12th & 16th STREET COACH YARD, CHICAGO—
For over 50 years under Pensylvania R.R. ownership it was taken over by Amtrak in 1976. This diagram shows location of present and future yard facilities, engine shop, commissary, etc. Also shows relocation of trackage. Very fine detail on this huge 9ft. x 3ft. document issued by Amtrak in 1977. Covers area: Taylor to just south of 18th st. Scale: 1in=50ft; mint.
PRICE - $25.00+$3.00 postage & insurance.

SPECIAL: TRACK PLANS OF ALL LINES VAN BUREN TO CERMACK-
Includes LASALLE, DEARBORN and GRAND CENTRAL stations; A.T.&S.F. 21st. coach yard EVERYTHING between State st. and the Chicago River. Made in the 1920's Size: 4ft. x 9ft. All copies are in excellent condition and show very fine detail; the scale being approximatly 1 in.=100 ft. Unfortunatly the shading is inconsistant, some areas appear darker than others none the less still very interesting and historic - ONLY $15. POSTAGE PAID

BUY ANY 2 ITEMS and receive the above for ONLY $6.
BUY ALL 3 ITEMS and receive the above for ONLY $3.
BUY TWO OR MORE AND WE WILL PAY POSTAGE.

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A GROWING LINE OF TECHNICAL RAIL ROAD COLLECTORS ITEMS
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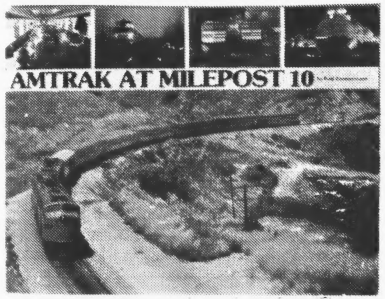
SOO LINE RAILROAD'S mixed train service to Sault Ste. Marie (mentioned last issue) may end soon, as the railroad has applied to the state of Wisconsin for permission to drop it, saying it is used only infrequently by "fans and an occasional enterprising newspaper reporter".....

News in this is updated thru Oct 26, 1981.

BOOKS



How does one do a book review without reading the book? In the case of "Amtrak at Milepost 10"--easily. By press time we hadn't gotten past the magnificent photos yet. Publisher PTJ Publishing Inc. says of this book by Karl Zimmerman that it started out to be a relatively modest book, timed to be published at Amtrak's 10th birthday, but the actual publication was September, once the tremendous amount of material available was condensed to 80 pages (11x8½, b&w and color photos, softbound). The material finally used must be the cream of the crop, for we haven't seen such splendid Amtrak photography before. The emphasis is upon diversity of subject matter, and yet a balance is maintained over Amtrak's years and domain, and including some pre-Amtrak trains. The text is no doubt perfectly fine, but the photos are so compelling that you may not get to it. The book sells for $10 (plus $2 post & hdlg) from PTJ Publishing Inc., PO Box 397, Park Forest IL 60466.

CARS & CONSISTS

*Southern Pacific special to Mexico City leaving Oakland Oct 11: engines 3201, 3209 (SDP45s); cars 295 & 298 baggage, sleeper 292, lounge 291, business cars 100 "Airslie", 140 "Stanford", 150 "Sunset".

*Burlington Northern specials Sioux City-Lincoln Sep 23 on rear of freight & Lincoln-Sioux City Sep 27: heater car, baggage car, sleeper "Big Horn Pass", business car "Red River", diner "Lake Michigan", lounge "Como", lounge "Deschutes River", business car "Mississippi River".

*Burlington Northern special St. Louis-Memphis-Birmingham-Pensacola leaving St. Louis 7am Oct 8: engine 3103 (GP50); caboose 11568, business cars "Red River", "Canadian River" (ex-SLSF #1?), "Mississippi River".

*SUPER CONTINENTAL, VIA train 3, Vancouver Sep 23: engines 6507 (FP9A), 6607 (F9B); cars 9653 baggage, "Inkerman", 5616, Skyline 505, 5706, "Chateau Radisson", "Ennishore", "Greenway", 1339 diner, "Chateau Dollard", "Chateau Iberville", "Stuart Manor", "Petitcodiac River", "Mount Robson", "Banff Park".

*CANADIAN, VIA train 2, Vancouver Sep 23: engines 8519, 8525 (GP9s), 6653 (F9B); cars 616 baggage, "Vermillion River", 123, 124, Skyline 516, 5740, 5750, "Bayfield Manor", "Brock Manor", "Alexandra" diner, "Edgeley", "Erickson", "Elmira", "Revelstoke Park".

*PENNSYLVANIAN, train 46, Altoona Oct 11: engine 374; cars 21049, 20027 cafe.

*SAN DIEGAN, train 578, Santa Ana Oct 18: engine 224; cars 21256, 21260, 20041 cafe, 21182, 21186.

*SOUTHWEST LIMITED, train 4, Kansas City Oct 18: engines ATSF 5066 (freight engine on at La Junta), Atk 322 (off at La Junta due to cracked wheel), 289; cars 1372, 1249, Hi-level 39938, Superliners 31027, 34100, 33011, 38027, 32009, 32033. (1:40 late). Train 3, same Oct 11: engines 253, 234, 246; cars deadheads 10001 & 10002 DOT test cars, 1218, 1226, 1228, Hi-level 39910, Superliner 31002, Hi-level 39947, Superliner 34074, Hi-level 39971, Superliners 38025, 32022, 32016.

*Santa Fe Directors Special Corwith (Chicago) to Phoenix Oct 9: engines 5945, 5947, 5942 (FPs); cars 139 steam generator, sleepers 68 "Regal Spa", 66 "Regal Lark", business cars 53 "Mountainair", 52 "Atchison", dome lounge 60, bar lounge 62, bus. car 51 "Topeka", sleepers 65 "Regal Lane", 64 "Regal Hunt", bus. car 50 "Santa Fe", track inspection car 89.

*CNW specials "Fall Inspection Trains" at Sioux City Sep 28: engine 5081 (GP-50); business cars 402, 401, 400.

RAIL FANTRIPS

Nov 14: First OKC Train Show, at Ramada Inn Convention Ctr, jct of I-35 & I-40, Oklahoma City OK. Major RR exhibits, model trains, tour of Santa Fe yards, door prizes etc. $3 adult. Benefits OPRA & other groups. Bob Chapman, Chmn, 2221 Nail Parkway, Moore OK 73160. 799-6947.

Feb 6-21, 1982: Winter Explorer Tour, escorted California-Oregon-B.C.-Canadian Rockies-Banff-Calgary-Great Plains-Hudson Bay-Thompson-Churchill-The Pas-Winnipeg; fly home. $1920 up. Great Western Tours, Sheraton Palace Hotel, San Francisco CA 94105; (415) 398-2994.

One Rail Fantrips listing is free. Send full info to:
RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

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DINING CAR DISHES, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports from 30 railroads. Long stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy items.

EVERYONE PLEASE PROTEST the November 15th VIA Rail cuts by letter or telegram to Hon. Pierre Eliot Trudeau, Prime Minister, House of Commons, Ottawa, Ont., Canada without delay. The chances of saving anything depend entirely on your action.

Tom's original clear plastic slip covers for public timetables only $7.95 per 100, $35 per 500. The most talked about timetable grab bags only $12. 100-page book "The Wonderful World of Railroad Timetables" $7.95.
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RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads: only $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

NOTICE OF SUBSCRIPTION RATE CHANGE

Due to the increase in first class postal rates, the yearly subscription rate for RTN will become $19 effective Nov 1 (for 24 issues). The single-copy price will be 80¢. Subscription orders postmarked later than Oct 31 will be processed at the new rate. We regret the necessity of having to conform to this inflationary move on the part of the Postal Service.

AMTRAK RIDERSHIP FIGURES

JULY 1981 FIGURES--SECOND COLUMN IS % INCREASE OVER 1980

Metroliners	85,207	-32.9
NE Corr Conventional	498,770	-13.7
Phila-NH-Springfield	22,640	1.9
NY-Philadelphia	196,708	-2.6
Phila-Harrisburg	71,183	-10.1
New York-Harrisburg	24,057	-19.2
TOTAL NE CORRIDOR:	898,565	-13.5
NY-Niagara Falls	72,121	5.4
Chicago-St. Louis	27,251	-10.2
Chicago-Milwaukee	23,951	-12.9
Chic.-Detroit/Toledo	41,620	-6.3
Chicago-Carbondale	17,671	21.9
Chicago-Quincy	6,407	-26.0
L.A.-San Diego	121,712	-4.2
Seattle-Eugene	7,789	-4.5
Vancouver-Seattle	8,798	25.0
Washington-Cincinnati	11,213	-8.9
Wash.-Martinsburg	20,456	-2.2
Oakland-Bakersfield	20,772	29.0
New York-Montreal	10,451	-1.5
Chicago-Port Huron	10,587	-1.7
Chicago-Dubuque	4,299	2.3
Chicago-Duluth	11,062	44.7
Chicago-Valparaiso	19,956	7.8
Chicago-Indianapolis	7,820	--
Chicago-Peoria	2,396	--
Chicago-Kansas City	12,995	80.2
Phila.-Pittsburgh	10,657	29.3
Portland-Eugene	3,636	--
Chicago-Minneapolis	6,057	0.4
TOTAL SHORT DIST.:	479,677	4.6
Washington-Montreal	14,915	-20.9
New York-Florida	75,248	-2.5
Chicago-NY/Washington	30,516	-15.6
Chicago-Cincinnati/DC	20,609	14.0
Chicago-Seattle	44,725	5.8
Chicago-San Francisco	39,618	-6.1
Chicago-Los Angeles	42,666	7.8
Chicago-New Orleans	24,069	-12.4
Chicago-Texas	25,446	26.6
L.A.-New Orleans	13,548	31.1
L.A.-Seattle	64,863	18.3
Chicago-NY/Boston	37,353	-10.0
Boston-Newport News	7,900	-29.8
New York-Savannah	17,221	-32.4
Seattle-Salt Lake/Chi	23,559	47.5
New York-New Orleans	31,255	8.2
L.A./Ogden-Chicago	16,584	-6.4
TOTAL LONG DIST.:	530,095	0.4
Special trains	--	-100.0
SYSTEM TOTAL:	1,908,337	-5.8

Here are the July Amtrak ridership figures, just released by the corporation. July continues the pattern of June (see RTN 230 for June figures). Systemwide ridership was down 5.8% compared to July 1980. Most of the dropoff continues to be in the Northeast Corridor, which was down 13.5%. The COAST STARLIGHT continues to set new records for a single train, with almost 65,000 passengers.

QUOTES OF THE WEEK***

"Results from a recent--and still incomplete--survey of 300 metropolitan transit systems show that plans to cut Federal subsidies for public transportation by nearly 50% thru the mid-1980's will hurt. Thus far, 25% of those responding said they might have to end operations by 1985 as a result of the cuts. Some 35% said they expected the base fare to rise above $1 in the next three to four years. Sixty-seven percent said they planned to reduce service, and 79% said they were seeking or considering a rise in state and local assistance to make up for part of the shortfall."

--Kenneth N. Gilpin in New York Times, Oct 11.

SLIP OF THE MONTH CLUB***

"Leo Jed, the city Public Utilities Commission's assistant general manager for finance, said yesterday that Muni will probably have to raise fares 20 percent in 1982 to meet state transit grant requirements. A 20 percent increase in the regular fare would be to 10 cents."

--San Francisco Chronicle, Oct 15.

(The present fare of 8.3¢ is well below the national average?)

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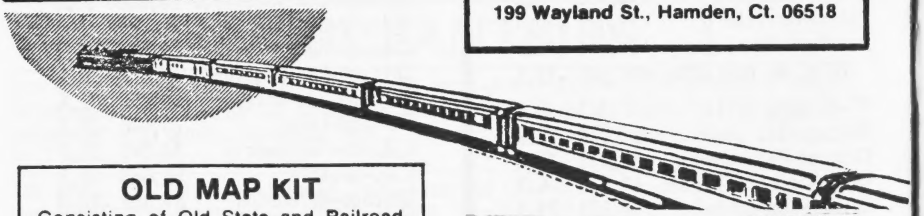

OLD MAP KIT
Consisting of Old State and Railroad maps 70-110 years old. All States. Some old County maps. Stamp for catalog.
The Northern Map Co.
Dept. RT Dunnellon, FL 32630.

MOVING?
Be sure to notify RTN of your new address as soon as possible. Don't rely on the Postal Service to forward your mail!

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BACK ISSUES RTN is now offering our Tenth Anniversary Year volume, all the issues of 1980--18 issues sent all in one parcel at the price of $8 postpaid. Other back issues are also available and will be listed in upcoming issues, or write for information.
RAIL TRAVEL NEWS, PO Box 9007, Berkeley CA 94709.

Rate The Trains

You can submit your ratings now on regularly-scheduled North American passenger trains (not commuter) that you have personally ridden recently. Give the date or approximate date of each trip so we can place ratings in the proper survey.

INSTRUCTIONS: Rate each train on each of the 11 categories (A-K) listed below: (A) Your overall impression of the train, taking everything into account; (B) Service from operating crew (conductor, etc.); (C) Dining or snack crew service; (D) Lounge crew service; (E) Food quality; (F) Car mechanical condition; (G) Car cleanliness and housekeeping; (H) Condition of track & roadbed; (I) Desirability of train's schedule; (J) Condition of stations: (K) Appropriateness of type of equipment used.

Use the 9-point rating scale below. Do not use previous rating forms, as we have changed some of the categories. Put ratings on separate sheet from other correspondence.

1 — 2 — 3 — 4 — 5 — 6 — 7 — 8 — 9

Extremely poor — Average, acceptable — Extremely good

RTN'S TRAIN RATING FORM

NAME & ADDRESS:
.....
.....
.....

Can we use your name? _____

TRAIN NAME & NUMBER	DATE RIDDEN	A Overall	B Operating Crew	C Dining Crew	D Lounge Crew	E Food Quality	F Car Condition (mechanical)	G Car Cleanliness	H Track Condition	I Scheduling	J Station Condition	K Type of Cars (appropriate?)	COMMENT SYMBOL*
													1
													2
													3
													4
													5
													6
		A	B	C	D	E	F	G	H	I	J	K	

*COMMENTS: To add comments, copy circled number on separate sheet, write train name after it, followed by your comments.

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